

## **APPENDIX H**

### **DETAILED OUTLINE OF "TRANSPORTATION 2025"**

## **Transportation 2025**

### *"Fueling this Economic Engine"*

#### **Introduction**

Governor John E. Baldacci and the Maine Legislature's Transportation Committee have called upon the Maine Department of Transportation (MaineDOT) and the Maine Turnpike Authority (MTA) to lead a discussion in our state about the future of transportation in Maine. It is well known within the transportation community that reliance on fuel taxes as the primary source of funding, at both state and federal levels, is not sustainable into the future.

In order to maximize current resources, the Governor is encouraging a review of how we conduct the business of managing, maintaining, and constructing our transportation system. The Governor and the Maine Legislature will require a demonstration of commitment, from transportation agencies at all levels of government and the quasi-governmental sector, to manage our systems effectively and efficiently before new or expanded resources are even considered. In short, we must investigate strategies to maximize the investment of taxpayer resources in Maine's transportation system, and to do so in a fiscally prudent and sustainable manner.



An analysis of alternative revenue sources and innovative financing techniques that do not rely solely on motor-fuel taxes should also be conducted at the state and federal levels. Transportation investment is a long-term endeavor, and *Transportation 2025* is an initiative designed to develop strategies and concepts with which we can assess the needs and challenges facing transportation over the next 20 years.

#### **Statement of Objective**

The objectives of this project are to educate policy makers and the public on transportation needs, to discuss the sustainability of current resources to meet those needs, and to define the challenges and opportunities facing the State of Maine and our communities over the next 20 years. There exists a looming transportation infrastructure deficit resulting from the combination of aging transportation assets, the unsustainability of the motor-fuel tax, (our primary revenue source at both the state and federal levels), and significant growing demands on the transportation system.

There will be two distinct elements to this effort:

#### **I. Planning, Management, and Maintenance of Transportation Systems and Assets**

MaineDOT will partner with the MTA to develop a scope and strategy for addressing the infrastructure deficit. The scope will be shared with local and regional agencies, including Regional Planning Organizations (RPOs) and Metropolitan Planning Organizations (MPOs).

MaineDOT and the MTA will evaluate opportunities in the following areas:

- Collaboration on highway and bridge infrastructure projects
  - Short-term (two to five years)
  - Long-term (six to twenty years)
- Joint Strategic Plan on Alternative Modes
- Funding alternatives
- Operational efficiencies / joint facilities
- Local partnering opportunities



## **II. Policy Development relating to transportation financing and needs**

This element of the process is designed to engage policymakers from the federal, state and local levels in a long-range policy analysis and development effort. Initial public discussion will center on the concepts we have developed or models obtained from around the country. The following is a process and schedule outline:

### **December 2004 - Annual Transportation Conference**

The Annual Transportation Conference theme will highlight policy sessions intended to stimulate discussion about concepts that can be further refined over the next year. The conference will kick off a year-long process aimed at raising awareness of funding challenges, as well as possible short- and long-term solutions. The key objective of this program will be to highlight the impact of transportation on economic prosperity and the looming infrastructure deficit.

### **Fall 2005 - Regional Transportation Forums (RTFs)**

A series of six regional forums will be conducted, each focusing on a different aspect of transportation, as well as on certain central themes. Local press, interested citizens, business leaders, and policy-makers will receive comprehensive briefings on the transportation system and funding issues as part of each conference. These forums will promote a higher level of public understanding regarding transportation needs, and funding challenges and limitations.

The Regional Transportation Forums will be conducted during the fall of 2005, and will be jointly hosted by MaineDOT, the Maine Turnpike Authority, and nine Regional Planning Organizations (RPOs). The RPOs include:

- **Androscoggin Valley Council of Governments** - Androscoggin, Oxford, and Franklin Counties
- **Eastern Maine Development Corporation and Hancock County Planning Commission** - Penobscot, Piscataquis, Hancock, and Washington Counties
- **Greater Portland Council of Governments and Southern Maine Regional Planning Commission** - Cumberland and York Counties
- **Kennebec Valley Council of Governments** - Kennebec and Somerset Counties
- **Mid-Coast Regional Planning Commission & Mid-Coast Council for Business Development & Planning** - Waldo, Knox, Lincoln, and Sagadahoc Counties

- **Northern Maine Development Corporation** - Aroostook County

## **Regional Needs Assessments**

### *MaineDOT's Public Involvement Process for Long-Range Planning*

#### **Replacing RTACs with a more comprehensive approach**

Over the past several months, MaineDOT's Bureau of Planning has been working to improve the public involvement process for long-range planning. After surveying Regional Transportation Advisory Committee (RTAC) members, meeting with several outside organizations, and brainstorming a variety of options, a new process was introduced this fall. The guiding principals that have shaped the new process include:

- The principles of the Sensible Transportation Policy Act;
- Governor Baldacci's goals of regionalism; and
- Coordination of economic development, land use, and transportation strategic-planning efforts.

These principles have led to a process that will be organized by Maine's Economic Development Districts and Regional Planning Organizations with the guidance of MaineDOT's Bureau of Planning.

Each Economic Development District has been asked to design a more inclusive public outreach strategy for its Region that will replace the Regional Transportation Advisory Committee. These outreach strategies include surveys, public forums, face-to-face interviews, and steering committees. Past RTAC members have been invited to participate in this public involvement process by sitting on steering committees and/or participating in public forums. Transportation 2025 will provide forums which the RPOs can use to meet these objectives.

Economic Development Districts are now conducting and analyzing community, census, and transportation research. Over the coming months they will be providing opportunities for input from the general public, representatives of municipalities, transportation and environmental professionals, and a diversity of other stakeholder groups. All of this will culminate in the production of Regional Needs Assessments (RNAs) that will then be integrated into a single statewide document. These assessments will examine demographic, economic, and land-use trends across identified transportation corridors and make recommendations for improvements.

The recommendations will be policy- and priority-based, and will not deal with specific transportation projects. Because of the effort to integrate transportation planning with land-use and community development, recommendations may also address those issues.

## **Regional Needs Assessments – A Summary**

### **A. Purpose, Use, and Schedule**

**Purpose:**

- Expand public involvement efforts into the long range planning process
- Identify transportation and corresponding land-use planning and economic development issues, and opportunities to maximize limited resources and make sensible investments at the local, regional, and state levels
- Identify and prioritize regional transportation corridors and transportation needs
- Consider modal opportunities
- Identify opportunities for leveraging additional financial resources
- Integrate information into Comprehensive Economic Development Strategies (CEDS)
- Identify intra-regional priorities

**How Used:**

- RNA recommendations will be integrated into the Long-Range Planning (LRP) process
- RNA's will support local and regional economic development and transportation initiatives

**Schedule:**

- RNAs ongoing; anticipated completion April/ May 2005, and once every five years thereafter

***B. Defining the Infrastructure Deficit***

- Identify and quantify transportation needs between now and 2025
  - This will include data on conditions of transportation system, usage, etc. for all transportation modes. This must be done in a way that will roll into the LRP.
  - These analyses will need to take into account existing and future needs for transportation projects that add capacity for all transportation modes.
- Identify anticipated future funding based on traditional revenue sources:
  - Motor-Fuels Tax (Indexed to CPI)
  - Bonding
  - Federal reauthorization and earmarks
  - State appropriations
  - Tolls
- Based on anticipated needs/ projected revenues, quantify the overall infrastructure deficit, by mode, with specific information related to new-capacity projects

**C. *Identify mechanisms to meet funding gap; quantify implications of not meeting the gap***

- Research potential new funding sources to address the difference between identified/ projected needs and projected revenues to include tolling, public/private partnership opportunities, revised cost-sharing policies, etc.
- Based on aforementioned transportation needs and anticipated funding levels, prepare an assessment of what **not** meeting the gap would mean for Maine's:
  - Economy
  - Environment
  - Quality of life
  - Legacy regarding the transportation funding gap – costs of doing things later versus now, such as right-of-way increases, etc.
  - System performance levels
  - Costs of deferred actions
  - Performance

**D. *Communicating the Infrastructure Deficit***

- Develop LRP draft sections based on A, B, and C above
- Regional Transportation Forums; these should precede the LRP and include meaningful public input
  - RPOs will arrange venue, advertise, and assure transportation stakeholders attendance
  - Facilitate, document, and analyze forums, including preparation of reports with executive summaries
  - Anticipated Agenda Items:
    - Education; needs v. resources; infrastructure deficit
    - Explanation of Regional Needs Assessments
    - Long-range plan purpose

**E. *Draft Long-Range Plan***

- The long-range plan document should include a concise synopsis of the following:
  - Transportation goals and strategic plan
  - Anticipated transportation needs
  - Projected transportation revenues
  - Strategy to meet gap between needs and revenues
  - Applicable sections of RNAs
  - State and federal requirements
- LRP Schedule
  - Kick off December 2004
  - Needs Assessments Due April/May 2005
  - Regional Transportation Policy Forums: Fall 2005
  - Report to the Governor and the Transportation Committee - January 2006